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**CENTRAL INTELLIGENCE AGENCY** **REPORT** [ ]

**INFORMATION FROM** **CD NO.** [ ]

**FOREIGN DOCUMENTS OR RADIO BROADCASTS**

**COUNTRY** Poland; Czechoslovakia **DATE OF INFORMATION** 1950 - 1951

**SUBJECT** Military - Aviation; new jets, equipment

**HOW PUBLISHED** Monthly periodical; daily newspaper **DATE DIST.** 19 Jun 1951

**WHERE PUBLISHED** Poland; Germany **NO. OF PAGES** 2

**DATE PUBLISHED** May 1950 - 31 Mar 1951 **SUPPLEMENT TO REPORT NO.**

**LANGUAGE** Polish; German

50X1-HUM

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**SOURCE** Periodical and newspaper as indicated.

NEW CZECH, POLISH AIRCRAFT TYPES  
ADAPTED FROM SOVIET MODELS

CZECHS PRODUCE IMPROVED MIG-15 -- Berlin, Der Tagesspiegel, 31 Mar 51

It has been announced that Czech engineers of the Rudy Letov national aviation enterprise, near Prague, have produced an improved model of the Soviet MIG-15 plane. The construction of this aircraft will be supervised by the Soviet engineer Mikoyan. The new model is said to be able to climb 50 meters a second and has a speed of 1,782 [sic] kilometers an hour at 17,000 meters.

POLAND PRODUCES CSS-13 AIRCRAFT -- Warsaw, Skrzydlata Polska, May 50

Engineer Karelin gives an accurate technical description of the Soviet Po-2 aircraft, its achievements, and the flight training technique in his book entitled Samolet Po-2 (Po-2 Aircraft). In Poland, Po-2s are used for training sport flyers in aeroclubs. A new model of the Po-2 is being produced in Poland under the name CSS-13.

Since its invention by Engineer Polikarpov in 1926, the Po-2, with minor improvements, has served to train Soviet flyers. Further improvements were introduced in 1947. Heretofore, the engine was started by spinning the propeller manually. Now the mechanic places a bottle of compressed air near the propeller, which keeps it spinning until the pilot makes the contact and the engine starts up.

Another change made was the modernization of the ailerons. Ordinary ailerons were replaced with special slotted ailerons. This notably reduced the force on the control stick and, at the same time, increased the speed of the reaction of the ailerons, which provided greater maneuverability. Formerly, in long flights under difficult weather conditions, the pilot was under great physical strain in using the control stick to maintain the lateral equilibrium of the aircraft. Now, with the use of balanced ailerons, the force on the control stick has been reduced.

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Formerly, to avoid tiring use of the control stick to counteract the shifting of the center of gravity caused by the absence of a passenger or by the presence of a heavy passenger in the rear cockpit, it was necessary to adjust the stabilizer on the ground, but this was rarely done in sport flying. Now, by a slight movement of a lever, and with the help of a trim tab on the elevator the pilot can stabilize the aircraft in flight.

In addition, modern instruments, especially those controlling engine operation, have been installed. An electric tachometer, which shows the changes in voltage as a function of revolutions, consists of a relay and an indicator built on the principle of the voltmeter, calibrated to show the number of revolutions. The generator, driven by means of a short, flexible shaft connected to the crankshaft, is absolutely dependable. The electric current flows from the relay to the tachometer over insulated wires. Even the most complicated wiring arrangement does not influence the tachometer's reading. Because of this, it is possible to install a separate tachometer in each cockpit. The former mechanical tachometer driven by a flexible shaft had to serve both the pilot and instructor. It was installed on the brace of the canopy. The flexible shaft was long and its installation followed a somewhat cumbersome path. If damaged, it prevented the tachometer from registering. The present electric tachometer, simple in construction and operation, it works reliably and with extraordinary accuracy.

Another interesting improvement is the combination of the oil-pressure gauge and oil-temperature thermometer. With this new improvement, the pilot's attention is not divided among three separate instruments, the oil-pressure gauge, inflowing-oil temperature thermometer, and the outflowing-oil temperature thermometer. As a minor improvement, all openings are on hinges and have snaplocks.

During the current season, the Aeroclubs of the LL (Liga Lotnicza, Aviation League) received a larger number of the improved Po-2 aircraft, produced in Poland with Soviet license and called CSS-13.

Since the aircraft are new, they can be used safely for stunt flying. They are also equipped with instruments for training in blind flying. -- Antoni Manowski

POLAND TESTS NEW GLIDERS -- Warsaw, Skrzydlata Polska, Sep 50

Early in September 1950, the new glider model IS-7 Osa (The Wasp) with rolled frame was given a flight test at the Instytut Szybownictwa (Institute of Gliding). This glider took part in recent Warsaw air shows.

Warsaw, Skrzydlata Polska, Aug 50

At the Instytut Szybownictwa (Institute for Gliding) airfield, a new model of the glider Mucha (The Fly) made test flights on 10 and 11 July 1950. The new prototype differs from the familiar IS-2 Mucha glider in that its wings are slightly more swept back, it has a new-type brake, and there are several minor improvements. The new glider demonstrated good flying qualities during the tests.

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